

GRAND TRUNK RAILWAY

SOUTHERN DIVISION

No. 15.


TIME TABLE

AND SPECIAL INSTRUCTIONS

FOR THE EXCLUSIVE

USE AND GUIDANCE

PREVIOUS TIME TABLES TO

 *To take effect on Monday, 28th*

NOTICE.--The Rules and Regulations are printed separately in book form. Trains for not having a RULE BOOK IN HIS POSSESSION AT ALL TIMES WHEN ON DUTY of Departments.

FOR SPECIAL RULES SEE

All Rules in Company's Regulation Books conflicting with Instructions printed from

Note Change in Special Rules.

Read carefully and

RAILWAY OF CANADA,

NORTHERN DIVISION.

TIME TABLES

No. 15.

GENERAL INSTRUCTIONS

FOR THE EXCLUSIVE

USE OF EMPLOYEES.

COPIES OF THESE TABLES TO BE DESTROYED.

On Monday, 28th June, 1886, at 12.01 a. m.

Not to be used in book form. NO EXCUSE from any Employee connected with the running of
trains when ON DUTY WILL BE ACCEPTED. Copies can be obtained from Heads

EMPLOYEES SEE NOTES INSIDE.

Instructions printed from time to time in this Time Card are cancelled

by and

Trains run

MAIN LINE EAST—SUS. R.

THIRD CLASS.—WESTBOUND.

			43	41	39½	37	35	33	31	29	From Niag. Falls.	
			Hamil- ton Freight	Hamil- ton Freight	Freight	London Freight	Way Freight	Coal Train.	Way Freight	B. & T. Freight		
			P.M.	P.M.	P.M.		P.M.	A.M.			MILES	
			7.50									D Sus. Br.
			8.00	3.15			12.45	8.20				Dep. Niag.
			*8.08	*3.23			*12.55	*8.28			2¾	.....St.
			8.25	3.45			1.30	8.48			9½	.....Me
			8.32	3.54			a1.40 d2.55	8.55			11½	.....St. C
			*8.51	a4.17 d4.37			3.20	9.16			17¼	.....J
			9.09	*4.55			3.43	*9.35			23	.....Ber
			*9.22	*5.09			4.00	a9.50 d9.55			27¼	.....G
			*9.37	*5.25			4.25	*10.11			32	.....W
			*9.55	a5.40 d5.46			*4.45	*10.27			37¾	.....Ston
			10.15	6.15			5.10	10.45			43¾	Arr. P.. Ha
			P.M.	P.M.		P.M.	P.M.	A.M.				
			9.45	7.45	2.30			7.00	5.50		43¾	Dep. P.. Ha
											45½	.....Junct
			*10.07	*8.10	*2.53				a7.25 d8.00	6.10	49¾	.....D
			*10.25	8.30	*3.10				a8.23 d8.28	a8.31 d6.36	55	.....Co
			10.42	*8.45	*3.25				8.45	*6.52	59¼	.....L
			10.55	9.00	3.35				9.00	7.05	62¼	Arr. P.. Ha
										A.M.		
			11.15	9.40	5.05				9.50		62¼	Dep. P.. Ha
									10.00		64¾	.....St
			*11.37	10.00	*5.21				*10.15		67½	.....Du
			12.00	10.15	a5.39 d5.49				a10.40 d12.00		72¼	.....I
			*12.27	*10.43	*6.18				a12.30 d12.45		79¼	.....Pr
									P.M.		81½	.....P
			12.47	*11.00	*6.40				*1.03		84¼	.....Gove
			*12.55	*11.10	*6.50				1.11		86½	.....E
			1.10	11.27	a7.10 d7.32				a1.25 d2.00		91	.....W
			*1.27	11.45	*7.54				2.25		95½	.....Be
			1.43	12.01	8.12				a2.50 d3.35		100¾	.....I
			*1.57	*12.15	*8.30				*3.50		104¼	.....Patto
			2.15	*12.35	*8.55				4.15		109¾	.....Do
			*2.25	*12.46	*9.10				a4.30 d4.42		113¼	.....W
											118¼	.....Lon
			2.50	1.10	9.35				5.05		119¾	Arr. P.. L
			A.M.	A.M.	P.M.				P.M.			
			43	41	39	37	35	33	31	29		

53 55 and 39 Sundays incl

No train

Trains and

train

criti

ST-SUS. BRIDGE TO LONDON.

FIRST CLASS.—WESTBOUND.												
31	29	From Niagara Falls.	STATIONS.	From Windsor.	Telegraph Office.	51	53	5	7	55	9	11
Way Freight	B. & T. Freight				D. Day. N. Night	Chic'go Exp.	St. Louis Exp.	Accom.	Steam Boat Expres	Pacific Exp.	Mail.	W. G. & B. Accom.
		MILES.		MILES.		A.M.	A.M.	A.M.	A. M.	P. M.	P.M.	
			D Sus. Bridge (N.Y.C.) D			12.50	7.25	6.50	9.20	1.15	3.35	
			Dep. Niagara Falls. Dep	229 1/4	D N	2.15	7.45	7.05	9.30	1.35	3.50	
			23 1/4 St. Davids.....	226 1/4		*1.19	*7.50	*7.10	*9.35	*1.40	*3.55	
			9 1/4 Merritton.....	220	D N	1.31	8.00	7.27	9.55	1.52	4.10	
			11 1/4 St. Catharines.....	218	D N	1.35	8.04	7.33	A. M.	1.58	4.16	
			17 1/4 Jordan.....	212 1/4	D	*1.45	*8.13	7.45		*2.08	4.27	
			23 Beamsville.....	206 1/4		*1.53	*8.22	7.58		*2.15	4.39	
			27 1/4 Grimsby.....	202 1/4	D N	*1.59	*8.29	8.10		2.25	4.48	
			32 Winona.....	197 1/4	D	*2.08	*8.37	8.21		*2.34	4.59	
			37 1/4 Stoney Creek.....	192 1/4		*2.17	*8.45	*8.31		*2.44	*5.09	
			43 1/4 Arr. Hamilton. Arr.	185 1/4	D N	2.30	8.55	8.45		2.55	5.20	
												P.M.
A.M. 7.00	A.M. 5.50		43 1/4 Dep. Hamilton. Dep	185 1/4	D N	2.35	9.00	9.20		3.05	5.30	3.50
			45 1/4 Junction Cut.....	184	D N							
a7.25 d8.00	6.10		49 1/4 Dundas.....	179 1/4	D N	*2.48	*9.14	9.35		*3.18	5.45	4.05
a8.23 d8.28	a6.31 d6.36		55 Copetown.....	174 1/4	D N	*2.59	*9.25	9.48		*3.30	5.58	4.17
8.45	*6.52		59 1/4 Lynden.....	170 1/4		*3.08	*9.33	9.58		*3.38	6.08	4.27
9.00	7.05		62 1/4 Arr. Harrisburg. Arr	167	D N	3.15		10.05		3.45	6.15	4.35
	A.M.											P.M.
9.50			62 1/4 Dep. Harrisburg. Dep	167	D N	3.19	9.40	10.30		3.49	6.20	
10.00			64 1/4 St. George.....	165 1/4	D			10.35			6.25	
*10.15			67 1/4 Dumfries.....	162		*3.28	*9.48	*10.44		*4.01	*6.31	
a10.40 d12.00			72 1/4 Paris.....	157 1/4	D N	3.39	9.56	11.00		4.12	6.41	
a12.30 d12.45			79 1/4 Princeton.....	150 1/4	D N	*3.54	*10.08	11.15		*4.24	6.55	
P.M.			81 1/4 Gobles.....	148				11.20			7.00	
*1.03			84 1/4 Governor's Road.....	145 1/4		*4.04	*10.16	*11.26		*4.32	*7.05	
1.11			86 1/4 Eastwood.....	143	D	*4.09	*10.22	11.31		*4.36	7.10	
a1.25 d2.00			91 Woodstock.....	138 1/4	D N	4.18	10.31	11.44		4.45	7.22	
2.25			95 1/4 Beachville.....	133 1/4		*4.25	*10.38	11.53		*4.54	7.35	
a2.50 d3.35			100 1/4 Ingersoll.....	129 1/4	D N	4.34	10.47	12.05		5.03	7.47	
*3.50			104 1/4 Patton's Siding.....	125 1/4		*4.40	*10.53	*12.13		*5.12	*7.57	
4.15			109 1/4 Dorchester.....	119 1/4	D N	*4.51	*11.03	12.23		*5.23	8.10	
a4.30 d4.42			113 1/4 Waubuno.....	116 1/4	N	4.57	*11.07	*12.30		*5.30	*8.18	
			118 1/4 London East.....	111 1/4	D N			12.40			8.30	
5.05			119 1/4 Arr. London. Arr.	110	D N	5.10	11.20	12.45		5.45	8.35	
P.M.						A.M.	A.M.	P.M.		P.M.	P.M.	
31	29					51	53	5	7	55	9	11

and Hamilton *Do not stop. †† No side tracks

train of the same or superior class is due and has not arrived, unless instructions in writing from the Superintendent, through the train dispatcher.

MAIN LINE EAST—LONDON TO

FIRST CLASS.—EASTBOUND.							STATIONS.	From Windsor.	Telegraph Cmses.	25¢	Freight	W
14	54	10	8	56	4	52						
Accom.	St. Louis Exp.	W.G. & B. Accom.	Day Exp.	Atlan'c Exp.	Mail.	Lim'td Exp.						
P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	From Niagara Falls.	MILES	D. Day.	N. Night.		
8.05			7.15	3.25	11.10	8.40	A.....Susp. Bridge.....A					
7.55			7.05	3.15	11.00	8.20	A.....Ning. Falls.....A	229½	D	N		
*7.50			*6.59	*8.10	*10.55	*8.15	.....St. Davids.....	226¾				
*7.38			6.46	*2.55	10.38	8.00	.....Merritton.....	220	D	N		
*7.34			6.41	2.51	10.33	7.56	.....St. Catharines.....	218	D	N		
*7.25			6.28	*2.42	10.18	7.45	.....Jordan.....	212½	D			
*7.16			6.17	*2.33	10.05	*7.35	.....Beamsville.....	206½				
*7.09			6.08	2.25	9.55	*7.28	.....Grimsby.....	202½	D	N		
*7.01			5.57	*2.16	9.42	*7.19	.....Winona.....	197½	D			
*6.51			*5.46	*2.08	*9.29	*7.10	.....Stoney Creek.....	192½				
6.40			5.35	1.55	9.15	7.00	Dep.....Hamilton.....Dep	185¾	D	N		
P.M. 7.45	6.30	12.12	5.25	1.50	8.55	6.55	Arr.....Hamilton.....Arr	185¾	D	N	6.30	2
							.....Junction Cut.....	184	D	N		
7.20	*6.21	11.58	5.09	*1.38	8.41	*6.44	.....Dundas.....	179½	D	N	6.10	d2
7.00	*6.14	11.46	4.58	*1.29	8.28	*6.36	.....Copetown.....	174¾	D	N	5.52	a1
6.42	6.08	11.36	4.48	*1.20	8.17	*6.29	.....Lynden.....	170¾			*5.37	12
6.30 P.M.	6.03	11.28 A.M.	4.40	1.13	8.09	6.23	Dep.....Harrisburg.....Dep	167	D	N	5.25	1
			4.35	1.10	8.04		Arr.....Harrisburg.....Arr	167	D	N	5.15	P
			4.30		7.59		.....St. George.....	165½	D			1
*5.55			*4.21	*1.00	*7.52	*6.16	.....Dumfries.....	162			*4.55	*1
5.49			4.12	12.53	7.42	*6.08	.....Paris.....	157¾	D	N	4.42	d1
*5.39			3.55	*12.42	7.29	*5.57	.....Princeton.....	150¾	D	N	*4.19	d1
			3.50		7.22		.....Gables.....	148				
*5.32			*3.43	*12.38	*7.17	*5.46	.....Governor's Road.....	145¾			d4.04	*8
*5.28			3.38	*12.29	7.12	*5.41	.....Eastwood.....	143	D		*3.44	8
5.20			3.29	12.22	7.03	*5.33	.....Woodstock.....	138½	D	N	3.28	d8
*5.11			3.15	*12.13 P.M.	6.49	*5.24	.....Beachville.....	133½			*3.05	8
5.03			3.05	12.05	6.40	*5.17	.....Ingersoll.....	129½	D	N	2.50	d8
*4.56			*2.55	*11.58	*6.30	*5.10	.....Patton's Siding.....	125¾			*2.35	*7
*4.48			2.42	*11.48	6.21	*5.03	.....Dorchester.....	119½	D	N	2.15	7
*4.42			*2.36	*11.42	*6.14	4.57	.....Waubuno.....	116¾		N	*2.00	*6
			2.25		6.06		.....London East.....	111¾	D	N		
	4.30 P.M.		2.20 P.M.	11.30 A.M.	6.00 A.M.	4.45 A.M.	Dep.....London.....Dep	110	D	N	1.40 A.M.	6
14	54	10	8	56	4	52					26	

Nos. 52, 56, 54 and 8, Sundays included * Do not stop. †† No Side Tracks No. 38 carries passengers between London and Hamilton

See Special Rule No. 3. No Train must leave either London or London East, Harrisburg or Hamilton, unless instructions in Time Table give right of track to a specified crossing place, or a crossing place.

NDON TO SUS. BRIDGE.

THIRD CLASS.—EASTBOUND.

NS.	From Windsor.	Telegraph Cmcos.	26	34	36	38	40	42	44	46		
			Freight	Way Freight	Hamilton Freight	Toronto Freight	N. Falls Freight	Way Freight	N. Falls Freight	Coal Train		
							A.M.	A.M.	P.M.	P.M.		
ge.....A												
.....A	229 1/2	D N					7.00	11.50	3.05	10.15		
.....	226 3/4						*6.51	*11.39	*2.55	*10.08		
.....	220	D N					*6.32	11.05	2.35	*9.47		
es.....	218	D N					6.22	d10.50 a9.45	2.27	9.40		
.....	212 1/2	D					*6.05	9.16	d2.08 a2.00	*9.23		
.....	206 1/2						*5.46	8.50	1.38	9.09		
.....	202 1/2	D N					*5.32	d8.29 a8.05	1.22	*8.52		
.....	197 1/2	D					5.16	7.48	1.05	*8.37		
.....	192 1/2						*4.57	*7.30	*12.45	*8.22		
.....Dep	185 3/4	D N					4.35	7.10	12.20	8.00		
.....			A.M.	P.M.	P.M.		A.M.	P.M.	P.M.			
.....Arr	185 3/4	D N	6.30	2.30	7.15		4.10					
t.....	184	D N				11.30						
.....	179 3/4	D N	6.10	d2.05 a1.20	6.52	11.15	3.46					
.....	174 3/4	D N	5.52	12.58	6.35	10.57	3.26					
.....	170 3/4		*5.37	12.44	d6.18 a5.58	10.42	d3.08 a3.00					
g.....Dep	167	D N	5.25	12.30	5.40	10.30	2.45					
.....				P.M.								
g.....Arr	167	D N	5.15	12.00	5.05	10.20	2.15					
.....	165 1/2	D		11.52								
.....	162		*4.55	*11.36	*4.45	10.00	*1.52					
.....	157 1/4	D N	4.42	d11.10 a10.35	d4.30 a3.45	9.45	1.35					
.....	150 3/4	D N	*4.19	d10.08 a10.03	3.16	*9.22	*1.07					
.....	148											
ad.....	145 3/4		d4.04 a3.54	*9.47	*2.57	*9.05	12.47					
.....	143	D	*3.44	9.37	2.48	*8.58	*12.37					
k.....	138 1/2	D N	3.28	d8.20 a8.50	d2.30 a1.35	8.43	d12.20 a12.05					
.....	133 3/4		*3.05	8.28	1.18	8.27	11.45					
.....	129 1/4	D	2.50	d8.10 a7.47	d1.00 a1.55	8.12	11.30					
ng.....	125 1/4		*2.35	*7.33	*11.38	d7.57 a7.50	*11.15					
.....	119 3/4	D N	2.15	7.11	11.20	7.30	*10.53					
.....	116 3/4	N	*2.00	*6.55	d11.07 a11.02	*7.20	*10.43					
st.....	111 1/4	D N										
.....Dep	110	D N	1.40	6.30	10.40	7.00	10.20					
			A.M.	A.M.	A.M.	P.M.	P.M.					
			26	34	36	38	40	42	44	46		

No. 38 carries passengers between London and Woodstock. Nos. 44 and 46 between Hamilton

East, Harrisburg or Hamilton when a train of the same or opposite direction is passing place, or a crossing order is received from the Superintendent through

MAIN LINE WEST—LONDON

Third Class.		Second Class.			STATIONS.	From Windsor.	Telegraph Offices.		51	53
67	75	65	17	From Niagara Falls.			J. Day.	N. Night.		
Sarnia Freight	L. H. & B.	Sarnia Mixed.	West End Mixed.			MILES			Chic'go Exp.	St. Lou. Ex.
P.M.	A.M.	A.M.	A.M.		Dep. }... London... { Dep	110	D	N	*5.30	*11.11
10.00	6.05	8.15	6.47	119%	Hyde Park Junction...	106	D	N	*5.37	*11.11
*10.15	6.20	*8.30	7.00	123%	Arr. Kemoka Arr.	100	D	N	*5.47	*11.11
10.35	A.M.	8.55	7.20	129%	Mount Brydges.....	95 1/4			*5.55	*11.11
P.M.		A.M.	7.40	134 1/4	Longwood.....	89 1/4	D		*6.03	*11.11
			8.02	140 1/4	M. C. R. Crossing.....	86 1/4			6.08	12.12
			8.12	142 1/4	Appin.....	84 1/4			*6.12	*12.12
			8.21	145 1/4						
			8.40	149 1/4	Glencoe.....	79 1/4	D	N	6.20	*12.12
			8.50	152 1/4	Pratts.....	76 1/4			*6.24	*12.12
			*9.13	156 1/4	Newbury.....	73 1/4	D		6.32	*12.12
			9.30	161 1/4	Bothwell.....	68 1/4	D	N	6.41	*12.12
			10.00	168 1/4	Thamesville.....	60 1/4	D		6.54	*12.12
			10.25	174 1/4	Lewisville.....	54 1/4			*7.03	*12.12
			11.05	178 1/4	Vosburg.....	51 1/4			*7.10	*12.12
			11.25	183 1/4	Arr. }... Chatham... { Arr.	45 1/4	D	N	7.20	1.01
			11.36		Dep. }... Chatham... { Dep	45 1/4	D	N	7.35	1.01
			12.00	183 1/4	Jennette's Creek.....	32	D		*7.55	*1.01
			P.M.	183 1/4	Stoney Point.....	26			*8.05	*1.01
			1.20	197 1/4	St. Clair.....	23 1/4			*8.10	*1.01
			2.06	203 1/4	Belle River.....	17 1/4	D	N	*8.20	*1.01
			2.26	206 1/4	Tecumseh.....	7 1/4	D		*8.32	*1.01
			2.36	221 1/4	Arr. Windsor Arr.		D	N	8.45	2.02
			2.54	229 1/4					A.M.	P.M.
67	75	65	17						51	53

§ Nos. 51, 53, 55, 13, 57, 63 and 67, Sundays included. No 67 runs Sundays not Saturdays. *Do not stop.

L. H. & B. Trains Nos. 71, 73 and 75 must keep clear of all regular Main Line and

have right of road over Sarnia Branch trains of same class between

o. 3. No train must leave London when a train of the same or superior class is crossing place, or a crossing order is received in writing from the Superior

WEST—LONDON TO WINDSOR.

FIRST CLASS.—WESTBOUND.														
S.	From Windsor.	Telegraph Office.		51	53	5	55	13	57	59	61	63	71	73
		D. Day.	N. Night.	Chic'go Exp.	St. Louis Exp.	Accom.	Pacific Exp.	Windsor Accom.	Chicago Exp.	Sarnia Acc.	Sarnia Acc.	Pacific Exp.	L. H. & B.	L. H. & B.
	MILES			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.
Dep	110	D	N	5.30	11.25	2.15	6.20	6.30	5.20	7.35	2.30	6.05	7.55	4.25
on....	106	D	N	*5.37	*11.32	*2.24	*6.27	6.40	*5.27	7.44	*2.38	*6.13	8.05	4.35
Arr.	100	D	N	*5.47	*11.41	2.35	*6.37	6.59	5.37	7.57	2.50	6.24	A.M.	P.M.
	95 1/4			*5.55	*11.43	2.44	*6.43	7.10	A.M.	A.M.	P.M.	P.M.		
	89 1/4	D		*6.03	*11.56	2.58	*6.52	7.28						
	86 1/4			6.08	12.01	3.03	6.57	7.35						
	84 1/4			*6.12	*12.05	3.09	*7.01	7.42						
	79 1/4	D	N	6.20	*12.11	3.17	*7.08	7.55						
	76 1/4			*6.24	*12.15	*3.23	*7.13	*8.04						
	73 1/4	D		6.32	*12.20	3.30	*7.18	8.12						
	68 1/4	D	N	6.41	*12.27	3.43	*7.26	8.27						
	60 1/4	D		6.54	*12.37	4.01	*7.39	8.50						
	54 1/4			*7.03	*12.46	4.15	*7.48	9.08						
	51 1/4			*7.10	*12.52	*4.27	*7.54	*9.19						
Arr.	45 1/4	D	N	7.20	1.00	4.40	8.05	9.35						
								P.M.						
Dep	45 1/4	D	N	7.35	1.10	4.45	8.10	6.50						
	32	D		*7.55	*1.29	5.14	*8.31	7.20						
	26			*8.05	*1.35	5.25	*8.40	7.34						
	22 1/4			*8.10	*1.40	5.33	*8.45	7.41						
	17 1/4	D	N	*8.20	*1.48	5.44	*8.53	7.52						
	7 1/4	D		*8.32	*1.59	6.00	*9.08	8.13						
Arr.		D	N	8.45	2.10	6.15	9.20	8.30						
				A. M.	P. M.	P. M.	P. M.	A. M.						
				51	53	5	55	13	57	59	61	63	71	73

Not Saturdays. *Do not stop.

all regular Main Line and Sarnia Branch Trains between London and Hyde Park.

ains of same class between London and Komoka.

n a train of the same or superior class is due and has not arrived, unless instructions in Time Table give
ived in writing from the Superintendent, through the train despatcher.

MAIN LINE WEST--WINDSOR

FIRST CLASS.—EASTBOUND.											STATION
72	70	62	60	58	50	54	8	56	52	From Niag. Falls	
L. H. & B.	L. H. & B.	Sarnia Acc.	Sarnia Acc.	Atlantic Exp.	Lim'd Exp.	St. Louis Exp.	Day Exp.	Atlan'e Exp.	Lim'd Exp.	MILES	
P.M. 6.00	A.M. 10.10	P.M. 9.20	P.M. 2.15	A.M. 11.25	A.M. 4.40	P.M. 4.25	A.M. 10.50	A.M. 11.05	A.M. 4.30	119½	Arr..... London.
5.50	10.00	9.10	2.05	11.10	4.34	4.18	10.41	10.56	4.23	123½	.....Hyde Park J.
P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	129½	Dep.....Komoka
		8.58	1.53	11.10	4.25	4.10	10.28	10.45	4.13	134½	.....Mount Bryd.
						4.02	10.18	10.37	4.06	140½	.....Longwood
						3.54	10.05	10.27	3.57	142½	.....M. C. R. Cross
						3.50	9.59	10.23	3.52	145½	.....Appin...
						3.46	9.53	10.18	3.48	149½	.....Glencoe.
						3.40	9.45	10.10	3.43	152½	.....Patts...
						3.35	9.37	10.04	3.37	156½	.....Newbury
						3.30	9.30	9.59	3.32	161½	.....Bothwel
						3.23	9.20	9.50	3.25	168½	.....Thamesvill
						3.13	9.03	9.37	3.12	174½	.....Lewisville
						3.04	8.50	9.27	3.03	178½	.....Vosburg
						2.59	8.42	9.21	2.58	183½	Dep.....Chatham
						2.50	8.30	9.10	2.50	183½	Arr.....Chatham
						2.40	8.25	9.05	2.45	197½	.....Jennette's Cr
						2.21	8.00	8.45	2.25	203½	.....Stoney Poin
						2.12	7.47	8.36	2.17	206½	.....St. Clair.
						2.07	7.43	8.32	2.13	212½	.....Belle Rive
						2.00	7.30	8.25	2.04	221½	.....Tecomseh
						1.48	7.14	8.12	1.51	229½	Dep.....Windsor
P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		
72	70	62	60	58	50	54	8	56	52		

Nos. 52, 56, 54, 26, 50, and 58 Sundays included. No. 26 carries passengers between Windsor and London. *Do not stop.

L. H. & B. Trains Nos. 70, 72 and 74 must keep clear of all regular Main Line and Sarnia

All Eastbound trains must stop at Glencoe, and Conductors must examine the train register London or St. Thomas have passed.

Main Line trains have right of road over Sarnia Branch trains of same class between Komoka

See Special Rule No. 3. No train must leave Glencoe when a train of the same or superior Table give them right of track to a specified crossing place, or a crossing order is received

T--WINDSOR TO LONDON.

			SECOND CLASS.						Third Class.		
52	From Ning. Falls	STATIONS.	From Windsor.	Telegraph Offices.	64	66	22	26	74		
Lim'd Exp.	MILES		D. Day N. Night.	Mixed.	Mixed.	Mixed.	Toronto Freight	L. H. & B.			
A.M.											
P.M.											
4.30	119 1/2	Arr..... London..... Arr	110	D N	A.M. 9.25	P.M. 5.20	P.M. 5.45	A.M. 12.45	P.M. 5.35		
4.23	123 1/2	.....Hyde Park Junc.....	106	D N	9.10	5.00	5.34	*12.31	5.10 P.M.	
4.13	129 1/2	Dep..... Komoka..... Dep	100	D N	8.55 A.M.	4.45 P.M.	5.20	12.15			
4.06	134 1/2	.....Mount Brydges.....	95 1/2				5.07	*12 00		
3.57	140 1/2	.....Longwood.....	89 1/2	D			4.52	*11.44		
3.52	142 1/2	.....M. C. R. Crossing.....	86 1/2				4.45	11.38		
3.48	145 1/2	.....Appin.....	84 1/2				4.38	*11.29		
3.43	149 1/2	.....Glencoe.....	79 1/2	D N			4.28	11.17		
3.37	152 1/2	.....P.atts.....	76 1/2				*4.20	*11.10		
3.32	156 1/2	.....Newbury.....	73 1/2	D	SARNIA BRANCH.	SARNIA BRANCH.	4.13	*11.00		
3.25	161 1/2	.....Bothwell.....	68 1/2	D N			4.00	10.45		
3.12	168 1/2	.....Thamesville.....	60 1/2	D			3.39	10.23		
3.03	174 1/2	.....Lewisville.....	54 1/2				3.24	*10.07		
2.58	178 1/2	.....Vosburg.....	51 1/2				3.15	*9.55		
2.50	183 1/2	Dep..... Chatham..... Dep.	45 1/2	D N			3.00	9.40			
2.45	183 1/2	Arr..... Chatham..... Arr	45 1/2	D N			2.05	9.30	L. H. & B. BRANCH.		
2.25	197 1/2	.....Jennette's Creek.....	32	D			1.10	8.55		
2.17	203 1/2	.....Stoney Point.....	26				12.53	8.40		
2.13	206 1/2	.....St. Clair.....	22 1/2				12.40 P.M.	8.31		
2.04	212 1/2	.....Belle River.....	17 1/2	D N			12.20	8.15		
1.51	221 1/2	.....Tecumseh.....	7 1/2	D			11.48	7.50		
1.40 A.M.	229 1/2	Dep..... Windsor..... Dep		D N			11.20 A.M.	7.30 P.M.			
52					64	66	22	26	74		

and London. *Do not stop.

ular Main Line and Sarnia Branch Trains between Hyde Park and London.

examine the train register to see that all trains of a same or superior class that are due from

same class between Komoka and London.

a train of the same or superior class is due and has not arrived, unless instructions in Time
a crossing order is received in writing from the Superintendent through the train dispatcher.

LOOP LINE--FORT ERIE

Third Class.—Westbound.				SECOND CLASS.	From Ft Erie	STATIONS.
			11 Way Freight	13 Mixed.	MILES.	
			A.M. 5.50			Dep..... Fort Erie (North
			6.15		7¼	.....Stevensville..
			6.38		14	.....Brookfield....
			6.50 A.M.		16¾	Arr..... Welland Junction
				A.M. 9.05	16¾	Dep..... Welland Junction
				9.11	17	..... †† Welland Canals
				9.25	20¾	.....Feeder Sidings
				9.38	24¼	.....Marshville....
				9.55	31¾	.....Moulton.....
				10.01	33¾	..... †† Dilts.....
				10.20	40	.....Darling Road
			a10.25 d11.10		41¾	Dep..... Canfield Junction
			11.30			Arr.....
			11.40		48	Dep..... Cayuga
				12.05 P.M.	58¾	.....Nelles' Corners
				12.45	61¾	.....Jarvis.....
				1.05	67¾	.....Renton.....
				1.35	72¾	.....Simcoe.....
				1.55	76¾	.....Nixon.....
				2.25	82	.....Delhi.....
				2.55	89	.....Courland....
				3.15	93¾	.....Tilsonburg....
			a3.25 d3.35		95	.....Tilsonburg Junction
			a4.10 d4.15		99¾	.....Corinth.....
			a4.50 d5.10		107¾	.....Aylmer.....
				5.35	112¾	.....New Sarum....
				5.43	114¾	..... †† M. C. R. Crossing
				6.00 P.M.	118	Arr..... St. Thomas
					118	Dep..... St. Thomas
					122¾	.....Paynes.....
					123¾	..... †† M. C. R. Crossing
					126¾	.....Bairds.....
					130¾	.....Lawrence....
					132¾	.....Thames River
					134¾	.....Middlemiss...
					140¾	.....Ekfrid.....
					145¾	Arr..... Glencoe

*Do not stop. ††No side tracks.

See Special Rule No. 3. No train must leave either Ft. Erie, Welland Junction, Canfield Junction arrived, unless instructions in same Table give right of track to a specified crossing place, or a crossing

PORT ERIE TO GLENCOE.

STATIONS.	From Glencoe	Telegraph Offices.		First Class.—Westbound.			
				1	3	5	7
	MILES.	D.—Day, N.—Night		Express	Accom.	Accom.	Accom.
Dep.....Fort Erie (North Yard).....Dep	145½	D	N	.....	.....	.....	.....
.....Stevensville.....	138¾	D	.....	.....	.....	.....	.....
.....Brookfield.....	131¾	.....	.....	.....	.....	.....	.....
rr.....Welland Junction.....Arr	129	D	N	.....	.....	.....	.....
Dep.....Welland Junction.....Dep	129	D	N	.....	.....	.....	.....
.....†† Welland Canal.....	128¾	.....	.....	.....	.....	.....	.....
.....Feeder Siding.....	125¾	.....	.....	.....	.....	.....	.....
.....Marshville.....	121¾	D	.....	.....	.....	.....	.....
.....Moulton.....	118¾	.....	N	.....	.....	.....	.....
.....†† Dilts.....	111¾	.....	.....	.....	.....	.....	.....
.....Darling Road.....	105½	D	.....	.....	.....	.....	.....
Dep.....Canfield Junction.....Dep	108¾	D	N	A.M. 10.30	P.M. 6.45	.....	.....
rr.....Cayuga.....Arr	97¾	D	N	.....	.....	.....	.....
Dep.....Nelles' Corners.....	92¾	D	.....	10.45	7.02	.....	.....
.....Jarvis.....	84	D	N	10.58	7.15	.....	.....
.....Renton.....	77¾	.....	.....	11.17	7.34	.....	.....
.....Simcoe.....	70¾	D	N	11.31	7.48	.....	.....
.....Nixon.....	63¾	D	.....	11.43	8.00	.....	.....
.....Delhi.....	68¾	D	N	11.53	8.11	.....	.....
.....Courland.....	68¾	D	N	12.04 P.M.	8.23	.....	.....
.....Tilsonburg.....	56¾	D	.....	12.23	8.40	.....	.....
.....Tilsonburg Junction.....	52¾	D	N	12.30	8.50	.....	.....
.....Corinth.....	50¾	D	.....	12.35	8.58	.....	.....
.....Aylmer.....	46¾	D	.....	12.45	9.13	.....	.....
.....New Sarum.....	38	D	N	1.02	9.31	.....	.....
.....†† M. C. R. Crossing.....	38	.....	.....	1.12	9.42	.....	.....
rr.....St. Thomas.....Arr	31¾	.....	.....	1.17	9.47	.....	.....
Dep.....St. Thomas.....Dep	27¾	D	N	1.25 P.M.	9.55 P.M.	.....	.....
.....Paynes.....	27¾	D	N	.....	A.M. 7.25	P.M. 3.40	.....
.....†† M. C. R. Crossing.....	23	.....	.....	.....	7.32	3.48	.....
.....Bairds.....	22	.....	.....	.....	7.34	3.51	.....
.....Lawrence.....	19	.....	.....	.....	7.41	3.59	.....
.....Thames River.....	15¾	D	N	.....	7.51	4.10	.....
.....Middlemiss.....	13	.....	.....	.....	7.56	4.16	.....
.....Ekfrid.....	11	D	.....	.....	8.01	4.21	.....
rr.....Glencoe.....Arr	5¾	.....	.....	.....	8.15	4.35	.....
		D	N	.....	8.30 A.M.	4.50 P.M.	.....

and Junction, Canfield Junction or St. Thomas when a train of the same or superior class is due and has not fixed crossing place, or a crossing order is received in writing from the Superintendent through train despatcher.

LOOP LINE—GLENCOE

First Class.—Eastbound.				From Ft Erie	MILES.	STATIONS.
8	6	4	2			
Accom.	Accom.	Accom.	Express			
						Arr..... Fort Erie (North Yard).....
					7¼	.....Stevensville.....
					14	.....Brookfield.....
					16½	Dep..... Welland Junction
					16½	Arr..... Welland Junction
					17	.....|| Welland Canal.....
					20¼	.....Feeder Siding.....
					24¼	.....Marshville.....
					31¼	.....Moulton.....
					33¼	.....|| Dltz.....
					40	.....Darling Road.....
		P. M. 6.25	A. M. 10.15		41¼	Arr..... Canfield Junction
		6.10	10.00		48	Dep..... Cayuga
						Arr.....
		6.00	9.49		53¼	.....Nelles' Corners.....
		5.40	9.32		61¼	.....Jarvis.....
		5.27	9.20		67¼	.....Renton.....
		5.17	9.10		72¼	.....Simcoe.....
		5.06	9.00		76¼	.....Nixon.....
		4.56	8.50		82	.....Delhi.....
		4.40	8.33		89	.....Courtland.....
		4.31	8.25		93¼	.....Tilsonburg.....
			8.20		95	.....Tilsonburg Junction.....
		4.15	8.08		99¼	.....Corinth.....
		3.57	7.47		107¼	.....Aylmer.....
		3.48	7.35		112¼	.....New Sarum.....
		3.43	7.29		114¼	.....|| M. C. R. Crossing.....
		3.35	7.20		118	Dep..... St. Thomas
		P. M. 6.49	A. M. 10.10		118	Arr..... St. Thomas
		6.29	9.58		122¼	.....Paynes.....
		6.24	9.53		123¼	.....|| M. C. R. Crossing.....
		6.14	9.45		128¼	.....Bairds.....
		6.02	9.38		130¼	.....Lawrence.....
		5.55	9.32		132¼	.....Thames River.....
		5.47	9.28		134¼	.....Middlemiss.....
		5.30	9.14		140¼	.....Ekfrid.....
		5.10	8.55		145¼	Dep..... Glencoe
		P. M.	A. M.			

* Do not stop. || No side tracks.

See Special Rule No. 3. No Train must leave either Glencoe, St. Thomas or Welland Junction unless instructions in Time Table give right of track to a specified crossing place, or a crossing order.

—GLENCOE TO FORT ERIE.

STATIONS.	From Glencoe MILES.	2nd Class.		Third Class.			
		Telegraph Offices.		14	12		
		D.—Day. N.—Night	Mixed.	Way Freight			
Fort Erie (North Yard).....Arr.	145½	D N		P. M. 3.20			
Stevensville.....	138½	D		2.50			
Brookfield.....	131½			2.23			
Welland Junction.....Dep	120	D N		2.05 P. M.			
Welland Junction.....Arr	120	D N	P. M. 5.25				
Welland Canal.....	128½		5.20				
Feeder Siding.....	125½		*5.13				
Marshville.....	121½	D	5.00				
Moulton.....	113½	N	4.40				
Diltz.....	111½		4.33				
Darling Road.....	105½	D	4.15				
Canfield Junction.....Arr	103½	D N	4.10				
Canfield Junction.....Dep			3.45				
Cayuga.....Arr	97½	D N	3.30				
Nelles' Corners.....	92½	D	3.10				
Jarvis.....	84	D N	2.45				
Renton.....	77½		2.25				
Simcoe.....	73½	D N	2.10				
Nixon.....	68½	D	1.55				
Delhi.....	63½	D N	1.35				
Courtland.....	56½	D	1.03				
Tilsonburg.....	52½	D N	12.50				
Tilsonburg Junction.....	50½	D	d12 43 a12 25				
Corinth.....	46½	D	12.00				
Aylmer.....	38	D N	d11 25 a11 10				
New Sarum.....	33		10.45				
M. C. R. Crossing.....	31½		10.40				
St. Thomas.....Dep.	27½	D N	10.25 A. M.				
St. Thomas.....Arr.	27½	D N					
Paynes.....	23						
M. C. R. Crossing.....	22						
Bairds.....	19						
Lawrence.....	15½	D N					
Thames River.....	13						
Middlemiss.....	11	D					
Ekfrid.....	5½						
Glencoe.....Dep		D N					

tracks.

at St. Thomas or Welland Junction when a train of the same or superior class is due and has not arrived, or a crossing order is received in writing from the Superintendent through the train despatcher

TORONTO LINE—TORONTO TO

3rd Class—Westbound.					FIRST CLASS.—W									
29	27	25	23	From Toronto.	STATIONS.	From Hamilton.	Telegraph Offices.		1	3	5	7	9	
Coal Train.	Way Freight	News- paper.	Freight				D. Day N. Night	Accom.						Express	Accom.	Express	Mail.
P.M.	P.M.	A.M.	A.M.	MILES		MILES			A. M.	A.M.	P. M.	P. M.	P. M.	
4.15	12.30	5.00	12.20	.....	Dep...Toronto....Dep	39	D	N	7.10	9.15	12.30	3.55	5.55
a4.20				.....	Northern R'y Junction	.....							
4.25	12.40	5.05	12.25	1½	.....Queen's Wharf.....	37¾	D	N	7.15	9.20	12.25	4.00	6.00
				3	....†† South Parkdale...	36	D		7.19				6.05
				4½	.....†† High Park.....	34½							
				5	Bolt & Iron Co's Works	34							6.10	
				5½	.....††The Humber.....	33½							
*4.46	a1.15	*5.20	*12.50	7	.....Mimico.....	32	D	N	7.32	*9.31	*12.36	4.10	6.15
*5.10	d1.37			13½	.....Port Credit.....	25½	D		7.45	*9.40	12.47	4.21	6.30
*5.20	2.02	*5.35	1.15	16½	.....Clarkson's.....	22½			7.55	9.47	*12.52	*4.28	6.37
*5.40	2.12	*5.42	*1.30	21½	.....Oakville.....	17½	D	N	8.08	9.56	1.03	4.37	6.47
a5.59	2.30	*5.53	*1.50	25½	.....Bronte.....	13½			8.17	*10.05	1.13	*4.45	6.58
d6.04	2.48	*6.03	*2.05	32	.....Burlington.....	7	D	N	8.30	10.18	1.28	4.57	7.13
a6.35	a3.14	*6.17	*2.30	35	.....Waterdown.....	4	D		8.37	*10.25	1.36	*5.02	7.20
d6.47	d3.24			37	.....Junction Cut.....	2	D	N					
*7.00	3.43	*6.24	*2.45	39	Arr....Hamilton....Arr	.....	D	N	8.45	10.35	1.45	5.10	7.30
P.M.	P.M.	A.M.	A.M.						A.M.	A.M.	P.M.	P.M.	P.M.	

† Flag Stations.

* Do not stop.

†† No Side Tracks.

*§ Nos. 5 and 23 Sundays included, No. 23 Sundays not Mondays. No. 5 will not make inter-

See Special Rule No. 3. No train must leave either Toronto or Queen's Wharf when a train of the same or superior Time Table give right of track to a specified crossing place or a crossing order is received in writing from the Superintendent.

ONTARIO TO HAMILTON.

FIRST CLASS.—WESTBOUND.

	3	5	7	9	11	13	15	17	19	21
	Express	Accom.	Express	Mail.	Accom.	Accom.	Accom.	Accom.	Accom.	Accom.
	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.
	9.15	12.30	3.55	5.55	11.00	6.35	10.55	2.00	4.35	6.55
	9.20	12.25	4.00	6.00	11.05	6.40	11.00	2.05	4.40	7.00
				6.05		6.45	11.05	2.10	4.45	7.05
						6.50	11.10	2.15	4.50	7.10
				6.10		6.55				
						6.58	11.14	2.19	4.54	7.14
	*9.31	*12.36	4.10	6.15	11.20	7.05	11.20	2.25	5.00	7.20
	9.40	12.47	4.21	6.30	*11.32	A.M.	A.M.	P.M.	P.M.	P.M.
	9.47	*12.52	*4.28	6.37	*11.40					
	9.56	1.03	4.37	6.47	*11.50					
	*10.05	1.13	*4.45	6.58	*12.00					
	10.18	1.28	4.57	7.13	A.M. *12.15					
	*10.26	1.36	*5.02	7.20	*12.21					
	10.35	1.45	5.10	7.30	12.30					
	A.M.	P.M.	P.M.	P.M.	A.M.					

Mondays. No 5 will not make intermediate stops on Sundays.

When a train of the same or superior class is due and has not arrived, unless instructions in writing from the Superintendent, through the train despatcher.

TORONTO LINE—HA

FIRST CLASS.—EASTBOUND.

22	20	18	16	14	12	10	8	6	4	
Accom.	Accom.	Accom.	Accom.	Accom.	Express	Mail.	Express	Accom.	Express	
P.M.	P.M.	P.M.	NOON.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	
8.05	6.30	3.00	12.00	9.00	7.45	7.05	4.30	1.55	10.15	
8.00	6.25	2.55	11.55	8.55	7.40	7.00	4.25	1.50	10.11	
7.55	6.20	2.50	11.50	8.50		6.57				
7.50	6.15	2.45	11.45	8.45						
	6.10									
7.46	6.00	2.41	11.41	8.41						
7.40	5.55	2.35	11.35	8.35	7.30	6.45	4.10	1.37	*10.02	
P.M.	P.M.	P.M.	A.M.	A.M.	*7.20	6.30	*3.58	1.23	9.52	
					*7.15	6.24	*3.51	1.16	9.47	
					*7.07	6.10	*3.43	1.03	9.38	
					6.58	6.04	*3.35	12.51	*9.30	
					6.47	5.50	3.24	12.37	9.18	
					*6.42	5.44	*3.18	12.29	*9.12	
					6.35	5.35	3.10	12.20	9.05	
					P.M.	P.M.	P.M.	P.M.	A.M.	

†† No Side Tracks. § No. 12 Sundays included.
 ‡ Flag Stations. *Do not stop.

The Station Agent on duty at Mimico will not allow Eastbound Trains to proceed in the time table gives them the right to proceed, or unless such trains have received

No train will be allowed to leave Mimico following a Suburban Train until

See Special Rule No. 3. No train must leave either Hamilton or Junction in Time Table give right of track to a specified crossing place, or a crossing or

LINE—HAMILTON TO TORONTO.

EASTBOUND.						STATIONS.	Second Class.			Third Class.				
10	8	6	4	2	From Toronto.		From Hamilton.	Telegraph Offices.		24	38	26	28	30
Mail.	Express	Accom.	Express	Exp.				D. Day	N. Night	Mixed.	Freight	Way Freight	Freight	Coal Train.
P. M.	P. M.	P. M.	A. M.	A. M.				MILES	MILES	P. M.	A. M.	A. M.	A. M.	P. M.
7.05	4.30	1.55	10.15	8.35	.....	Arr. ... Toronto ... Arr	39	D	N	11.10	2.00	10.50	11.50	1.45
.....	.....	.....	.....	.....	.....	Northern R'y Junction	.....	.....	.....	.....	.....	.....	.....	.....
7.00	4.25	1.50	10.11	8.30	1 1/4	..... Queen's Wharf.....	37 3/4	D	N	d11.05 a11.00	1.55	10.45	11.45	1.40
6.57	.....	.....	.....	.....	3	... †† South Parkdale...	36	D	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	4 1/2	..... †† High Park.....	34 1/2	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	5	Bolt & Ir'n Co's Works	34	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	5 1/4	..... †† The Humber.....	33 1/4	.....	.....	.....	.....	.....	.....	.....
6.45	4.10	1.37	*10.02	8.15	7	..... Mimico.....	32	D	N	*10.40	*1.36	10.26	11.20	1.15
6.30	*3.58	1.23	9.52	8.01	13 1/2	..... Port Credit.....	25 1/2	D	.....	†10.20	1.15	d10.02 a9.35	*10.55	d12.47 a12.40
6.24	*3.51	1.16	9.47	7.55	16 1/2	..... Clarkson's.....	22 1/2	.....	.....	*10.09	*1.05	*9.15	*10.44	*12.27
6.10	*3.43	1.03	9.38	7.45	21 1/2	..... Oakville	17 1/2	D	N	9.52	*12.48	8.45	*10.23	*12.08
6.04	*3.35	12.51	*9.30	7.34	25 1/4	..... Bronte.....	13 1/4	.....	.....	9.38	*12.35	d8.17 a8.12	d10.05 a10.00	*11.52
5.50	3.24	12.37	9.18	7.17	32	..... Burlington.....	7	D	N	9.20	d12.15 a12.10	7.44	*9.40	11.28
5.44	*3.18	12.29	*9.12	7.09	35	..... Waterdown.....	4	D	.....	9.11	*11.58	7.26	*9.29	*11.15
.....	.....	.....	.....	.....	37	..... Junction Cut.....	2	D	N	.....	11.50	.....	.....	.....
5.35	3.10	12.20	9.05	7.00	39	Dep. Hamilton.. Dep	.....	D	N	9.00	.....	7.10	9.15	11.00
P. M.	P. M.	P. M.	A. M.	A. M.						P. M.	P. M.	A. M.	A. M.	A. M.

cluded.

allow Eastbound Trains to pass that station when a Suburban Train overdue has not arrived, unless the instructions such trains have received orders from Train Despatcher to proceed.

ing a Suburban Train until the passing of the Suburban has been reported from South Parkdale.

either Hamilton or Junction Cut when a train of the same or superior class is due and has not arrived, unless instructions place, or a crossing order is received in writing from the Superintendent through the train despatcher.

SARNIA BR

TO PT. EDWARD—West.							STATIONS.
Third Class	Second Class	FIRST CLASS.					
67 [§]	85	63 [§]	61	59	57 [§]	From Komoka.	
Freight	Mixed.	Pacific Exp.	Accom.	Accom.	Chic. Exp.	MILES.	
P.M.	A.M.	P.M.	P.M.	A.M.	A.M.		
10.35	8.55	6.24	2.50	7.57	5.37		Depart.....Komoka.....Arrive
*11.15	a 9.40 d 11.20	6.43	3.10	8.20	*5.55	10 $\frac{1}{4}$	.....Strathroy.....
*11.37	11.55	*6.54	3.23	8.31	*6.06	16 $\frac{1}{4}$	.....Kerwood.....
*12.05	a 12.30 d 1.00	7.09	3.40	8.47	*6.18	23 $\frac{1}{4}$	.....Watford.....
*12.35	1.25	*7.26	3.57	9.05	*6.31	31 $\frac{1}{4}$	.....Wanstead.....
12.50	a 1.40 d 2.20	7.35	4.05	9.13	6.38	35 $\frac{1}{4}$	.....Wyoming.....
*12.55	*2.25	*7.38	*4.08	*9.15	*6.41	36 $\frac{1}{4}$	.....Petrolia Junction.....
*1.12	2.45	*7.48	4.20	9.25	*6.49	41 $\frac{1}{4}$	.....Mandaumin.....
1.45	a 3.25 d 5.20	8.10	4.40	a 9.45 d 9.50	7.05	51	.....Sarnia.....
2.00	5.35	8.20	4.50	10.00	7.15	54	Arrive...Point Edward...Depart
A.M.	P.M.	P.M.	P.M.	A.M.	A.M.		

[§]Sarnia Branch trains have right of road over Petrolia Branch trains of same class going in either direction.

Main Line trains have right of road over Sarnia Branch trains of same class.

§Nos. 57, 63, 60, 58 and 67, Sundays included. No. 67 runs Sundays, not Saturdays.

See Special Rule No. 3. No train must leave either Pt. Edward or Komoka when a train of same class is approaching from the opposite direction. The Time Table give right of track to a specified crossing place or a crossing order is received in writing.

PETROLIA BR

To Petrolia—South.						STATIONS.
FIRST CLASS.						
9	7	5	3	1	From Wyoming	
P.M.	P.M.	P.M.	A.M.	A.M.	MILES.	
7.45	4.15	12.40	9.20	6.50		Dep.....Wyoming.....
7.50	4.20	12.45	9.25	6.55	$\frac{3}{4}$	.....Petrolia Junction.....
8.10	4.45	1.10	9.50	7.20	5 $\frac{1}{4}$	Arr.....Petrolia.....
P.M.	P.M.	P.M.	A.M.	A.M.		

Petrolia Branch Trains will keep sharp look out between Petrolia Junction and Wyoming.

The Signalman at Petrolia Junction will be on duty at the time the first Petrolia Branch train arrives until the last train going to Petrolia passes the Junction at night. The Semaphore will be closed and have not passed. The Conductors of East-bound Freight Trains coming from Petrolia Junction and examine the Register Book before proceeding.

See Special Rule No. 4. No Train must leave either Petrolia or Wyoming when a train of same class is approaching from the opposite direction. The Time Table give right of track to a specified crossing place or a crossing order is received in writing.

LONDON & PORT STAN

To Pt. Stanley—South.						STATIONS.
THIRD. Class.	FIRST CLASS.					
10	8	6	4	2	From London.	
Freight	Accom.	Mall.	Accom.	Mall.	MILES.	
A. M. 8.25	P. M. 6.45	P. M. 2.55	A. M. 9.30	A. M. 6.40		Dep..... London
*8.45	7.08	3.08	9.43	*6.51	5¼	.....Westminster
*9.00	7.12	3.17	9.52	7.01	9¼	.....Glanworth
*9.15	7.20	3.25	10.02	*7.09	13¼	.....Yarmouth
9.25	7.25	3.30	10.10	7.13		Arr. }..... St. Thomas
A. M.	7.30	3.40	10.15	A. M.	15¼	Dep. }
.....	7.40	3.50	10.25	.....	19¾	.....White's
.....	7.50	4.00	10.35	.....	23¾	Arr..... Port Stanley
	P. M.	P. M.	A. M.			

††No Side Tracks.

*Do not stop.

See Special Rule No. 3. No train must leave either London, St. Thomas, or Pt. Stanley when instructions in Time Table give right of track to a specified crossing place, or a crossing order is received.

PORT STANLEY BRANCH.

STATIONS.	To London—North.						
			FIRST CLASS.				THIRD. CLASS.
	From Pt.Stan'y	Telegraph Offices.	1	3	5	7	9
	MILES.	D.—Day, N.—Night	Accom.	Mail.	Accom.	Mail.	Freight
London.....Arr.	28¾	D N	7.20 A.M.	2.10 P.M.	5.35 P.M.	10.30 P.M.	7.55 P.M.
Westminster.....	18¾	.....	7.09	1.56	5.22	*10 19	*7.30
Glanworth.....	14¾	.....	7.01	1.48	5.13	*10.11	d7.12 a7.05
Yarmouth.....	10¾	.....	6.54	1.40	5.05	*10.04	*6.49
St. Thomas' { Dep.	8¾	D N	6.50	1.35	5.00	10.00	6.40
{ Arr.			6.45	1.20	4.55	.....	..... P.M.
White's.....	4¾		6.35	1.10	4.45	.....	.....
Port Stanley .....Dep		D	6.25 A.M.	1.00 P.M.	4.35 P.M.	.....	.....

Thomas, or Pt. Stanley when a train of the same or superior class is due and has not arrived, unless, or a crossing order is received in writing from the Superintendent through the train dispatcher.

BUFFALO AND GODER

To Stratford—West.					From Black Rock.	STATIONS.
SECOND CLASS.			FIRST CLASS.			
	5	3	1			
	Mxd.	Exp.	Exp.	ML.		
	P. M. 5.30	P. M. 9.15	P. M. 12.01	115½	Art. Stratford	
	5.05	8.55	11.45	108	..... Tavistock
d	4.35	8.35	11.35	98½	..... Bright
a	4.30	8.22	11.15	92½	..... Drumbo
	3.40	8.03	11.00	84½	..... Paris
d	3.00	7.45	10.43	76½	..... Brantford
a	2.00	7.27	10.25	68½	..... Onondaga
	1.30 P. M.	7.08	10.10	59½	..... Caledonia
		†6.52	*9.57	52	..... Cooks
		6.40	9.48	47	..... Canfield
		6.35	9.45	46½	..... Canfield Junction
		6.20	9.38	38½	..... Dunnville
		†6.08	†9.22	33	..... ††Stromness
		†5.55	†9.10	26½	..... Wainfleet
		5.40	8.58	20	..... Port Colborne
		5.20	8.40	10	..... Bertie
		5.00	8.25	1½	..... Fort Erie (South Yard)
	4.45 P. M.	8.10 A. M.			Dep. Black Rock	

* Do not stop. † Flag Stations—Trains stop when required.

See Special Rule No. 3. No train must leave either Ft. Erie or Stratford when a train of the Time Table give right of track to a specified crossing place, or a crossing order is received in writing.

The Grand River Bridge must not be passed over at a higher rate of speed than ten miles an hour.

The speed over the International Bridge must not exceed eight miles an hour.

All Trains and Engines will be required to approach the Junction with the G. B. & L. E. Division.

ND GODERICH DISTRICT.

STATIONS.	From Stratford	Telegraph Offices.	To Buffalo—East.			
			FIRST CLASS.		SECOND CLASS.	
			2	4		
	MIL.	D.—Day. N.—Night	Exp.	Exp.		
Stratford.....Dep		D N	A.M. 8.40	P.M. 3.50		
Tavistock.....	7¼	D	8.57	4.10		
Bright.....	17¼	D N	9.18	4.35		
Drumbo.....	23	D	9.30	4.52		
Paris.....	31¼	D N	9.50	5.15		
Brantford.....	39¾	D N	10.07	5.35 5.40		
Onondaga.....	47¼	D	10.25	5.55		
Caledonia.....	56¼	D N	10.40	6.15		
Cooks.....	63¾		10.55			
Canfield.....	68¾	D	11.05	6.40		
Canfield Junction.....	69¾	D N	11.10	6.45		
Dunnville.....	77	D N	11.25	7.02		
††Stromness.....	82¾		11.36	7.15		
Wainfleet.....	89¼		11.50	7.30		
Port Colborne.....	95¾	D N	12.03	7.45		
Bertie.....	105¾	D	12.22	8.01		
Fort Erie (South Yard).....	114	D N	12.40	8.15		
Black Rock.....Arr	115¾	D N	12.55 P.M.	8.30 P.M.		

† Flag Stations—Trains stop when signalled. †† No side tracks.

Stratford when a train of the same or superior class is due and has not arrived, unless instructions in order is received in writing from the Superintendent through the train despatcher.

of speed than ten miles an hour.

miles an hour.

with the G. B. & L. E. Division at Tavistock cautiously, prepared to stop if signalled.

GEORGIAN BAY AND LAKE

To Stratford ^r —North.				From Stratford.	MILES.	STATIONS.
Second Class.		First Class.				
	5		3			
	Mixed.		Accom.			
	P.M.		A.M.			
	7.10		11.40	0	Arr.	Stratford.....De
	6.45		11.21	7		††Tavistock Junction.....
	6.40		11.16	7¾		Tavistock
	†6.15		†11.01	13½		Strathallan
	5.45		10.41	21		C. P. R. Junction.....
	d5.35		d10.31	22½		Woodstock
	a5.15		a9.40			
	†5.00		9.27	27		Currie.....
	4.47		9.15	31¾		Burgessville.....
	4.37		9.00	35		Norwich.....
	4.30		8.55	36		Brantford Junction.....
	4.15		8.48	39		Otterville.....
	†3.58		3.40	42½		Hawley.....
	3.50		3.36	44		Port Dover Junction
	†3.40		†3.31	46		Brandy Creek.....
	†3.25		†3.23	49		Gibson.....
	3.00		3.10	55		Simcoe.....
	†2.35		†7.58	58¾		Lynn Valley.....
	2.15		7.45	62½	Dep.	Port Dover
	P.M.		A.M.			

*Do not stop. †Flag Stations; trains stop when signalled.

See Special Rule No. 3. No train must leave either Stratford or Port Dover when a train of the Time Table give right of track to a specified crossing place, or a crossing order is received in writing.

All Engines and Trains must come to a Stop before passing the Semaphore at Tavistock Junction Line or allow the switch to be opened until they have received telegraph orders to proceed.

Trains must reduce speed to eight miles an hour when passing around the curves between Simcoe (one mile south of Burgessville) bridges.

AND LAKE ERIE DISTRICT.

STATIONS.	From Port Dover.	Telegraph Offices.	To Port Dover—South.			
			First Class		Second Class	
			2	6		
	MILES.	D.—Day. N.—Night	Accom.	Mixed.		
Stratford.....Dep	62½	D N	P.M. 3.40	A.M. 8.55		
††Tavistock Junction.....	55½	D	3.59	9.20		
Tavistock	54¾	D	4.02	9.25		
Strathallan	49		†4.17	†9.45		
C. P. R. Junction.....	41½		4.35	10.10		
Woodstock.....	40	D N	a4.40 d5.20	a10.20 d10.50		
Currie.....	35½		†5.32	†11.05		
Burgessville.....	31		5.45	11.30		
Norwich.....	27½	D	5.57	11.55		
Brantford Junction.....	26½	D	6.03	12.00		
Otterville.....	23½	D	6.10	12.12	P.M.	
Hawkey.....	20	D	†6.20	†12.27		
Port Dover Junction	18½	D	6.25	12.35		
Brandy Creek.....	16¾		†6.30	†12.45		
Gibson.....	13¾		†6.37	†12.55		
Simcoe.....	7½	D	6.50	1.15		
Lynn Valley.....	4½		†7.00	†1.30		
Port Dover .....Arr	0		7.15 P.M.	1.45 P.M.		

ns; trains stop when signalled.

††No side tracks.

Port Dover when a train of the same or superior class is due and has not arrived, unless instructions in order is received in writing from the Superintendent through the train despatcher.

Semaphore at Tavistock Junction, and Conductors must in no case let their trains out on the Main orders to proceed.

and the curves between Simcoe Tank and Lynn Valley, over Big Creek, Otter Creek and Cornwall (one

BRANTFORD & TILSONBURG

To Tilsonburg—West.							STATIONS.	From Tilsonb'g Junction.	Tele. Off. D.— N.—			
THIRD. CLASS.		FIRST CLASS				From Harrisb'g						
Freight	Freight	Accom.	Accom.	Accom.	Accom.							
11	9	7	5	3	1	MILES.		MILES.				
P.M. 3.25		A.M. 8.15	P.M. 8.50		P.M. 12.32	23½	Arr...Tilsonburg June...Dep.		D			
3.15		8.05	8.45		12.27		Dep }Tilsonburg..... { Arr		D			
2.45						40½	Arr }Tilsonburg..... { Dep	2½				
		7.55 A.M.					Do. Old Station.....					
2.25			8.23		12.11	35	Springford.....	7½	D			
2.07			8.16		12.00 P.M.	30½	Brantford Junction.....	19½	D			
1.55			8.11		11.55	28½	Norwich.....	14½				
1.25			7.58		11.43	24½	Hatchley.....	18½				
1.15			7.51		11.36	21½	Harley.....	21½				
1.00			7.43		11.28	17½	Burford.....	35½	D			
12.40			7.35		11.20	14½	Mt. Vernon.....	28				
*12.29			7.27		11.13	12½	††Mt. Pleasant.....	30½				
			7.18		11.06	8½	††West Brantford.....	34				
P.M. 12.15	P.M.		7.15	P.M.	11.03	8	Dep } ...Brantford B. & T.... { Arr	34½	D			
9.30	12.55			5.26			Arr } ...Brantford B. & T.... { Dep		D			
d9.05	12.40		7.00	d5.15	10.50		Brantford, B. & G.....					
a8.45	d12.45		d7.05	a5.10	d10.55	7½	"Y" Switch.....	35½				
d9.10	a12.25		a6.50	d5.20	a10.38		Dep..... Harrisburg.....Arr	42½	D			
a8.40				a5.05								
8.15 A.M.	11.55 A.M.		6.30 P.M.	4.45 P.M.	10.20 A.M.							

†† No side tracks.

† Flag Stations

*Do not stop

Nos. 9, 11 and 14 will car

See Special Rule No. 3. No train must leave either Tilsonburg Junction, Tilsonburg, Brantford and has not arrived, unless instructions in Time Table give right of track to a specified crossing point through the train dispatcher.

& TILSONBURG LINE.

STATIONS.	To Harrisburg—East.									
	FIRST CLASS.								THIRD CLASS.	
	From Tilsonburg Junction.	Telegraph Offices.	Accom.	Accom.	Accom.	Accom.	Accom.	Accom.	Freight	Freight
	MILES.	D.—Day. N.—Night	2	4	6	8	10	12	14	16
Harrisburg June...Dep.		D		A.M. 8.23		P.M. 3.45	P.M. 12.50	P.M. 9.05		
Tilsonburg...{ Arr		D					1.00 P.M.			
Tilsonburg...{ Dep	2½			8.30		4.00		9.15		4.10
Old Station.....								9.20 P.M.		
Springford.....	7¾	D		8.43		4.15				4.30
Brantford Junction.....	12¾	D		8.55		4.30				4.50
Norwich.....	14¾			9.02		4.35				5.05
Hatchley.....	18¾			9.10		4.44				5.22
Harley.....	21¾			9.17		4.52				5.40
Brantford.....	25¾	D		9.25		5.01				6.00
Mt. Vernon.....	28			9.32		5.08				6.15
Mt. Pleasant.....	30¾			9.41		5.15				6.25
West Brantford.....	34			9.50		5.23				
Brantford B. & T....{ Arr	34¾	D	A.M.		P.M.				A.M.	6.45
Brantford B. & T....{ Dep			7.15	9.55	2.35	5.26			8.35	7.30
Brantford, B. & G.....		D N	7.30	10.07 10.30	3.05	5.37			9.00	
"Y" Switch.....	35¾		7.35	10.55	3.10	5.40			9.05	7.35
Harrisburg.....Arr	42¾	D N	8.00	11.15	3.35	5.57			9.30	8.00
			A.M.	A.M.	P.M.	P.M.			A.M.	P.M.

Nos. 9, 11 and 14 will carry passengers between Harrisburg and Brantford.

junction, Tilsonburg, Brantford or Harrisburg when a train of the same or superior class is due to a specified crossing place, or a crossing order is received in writing from the Superintendent

WELLAND DIVISION AND ADJACENT

To Pt. Dalhousie—North.							From Pt. Col- borne.	MILES.	STATIONS.
THIRD CLASS.	SECOND CLASS.		FIRST CLASS.						
12	14	10	8	6	4	2			
Way Freight	Mixed.	Mixed.	Accom.	Mail.	Steam- boat Exp.	Exp.			
A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.			
.....	.....	9.05	5.50	2.45	.....	6.15			Dep.....Pt. Colborne.....Arr
.....	.....	9.11	5.54	2.50	.....	6.20	1		.....Humberstone.....
7.05	5.30	9.23	6.02	3.02	.....	6.29	4¾		.....Welland Junc.....
7.17	5.37	9.32	6.08	3.10	.....	6.36	6		.....M. C. R. Crossing.....
7.25	5.41	9.36	6.10	3.15	.....	6.41	7¼		.....Welland.....
a7.50 d 7.57	5.56	9.52	6.21	3.32	.....	6.53	11¼		.....Port Robinson.....
8.05	6.02	9.57	6.25	3.36	.....	6.59	12¾		.....Allanburg Junction.....
.....	6.21	.....	.....	.....	.....	.....			.....Stamford.....
.....	*6.30	.....	.....	.....	.....	.....			.....Clifton Junction.....
.....	6.35 P.M.	.....	.....	.....	.....	.....			Arr.....Niagara Falls.....Dep
8.10	.....	10.01	6.28	3.40	.....	7.03	13½		.....Allanburg.....
8.45	.....	10.15	6.40	3.58	.....	7.18	17¼		.....Thorold.....
9.00	.....	a10.30 d 10.38	6.46	4.10	9.55	7.27	19		.....Merriton.....
.....	.....	10.50	6.55	4.23	10.05	7.40	21¼		.....St. Catharines.....
.....	.....	11.00	7.05	4.35	10.15	7.55	24¼		Arr.....Pt. Dalhousie.....Dep
A. M.		A.M.	P.M.	P.M.	A. M.	A.M.			

†† No Side Tracks.

See Special Rule No. 3. No train must leave either Pt. Colborne, Welland Junction, Allanburg or any other station if a train of the same or superior class is due and has not arrived, unless instructions in Time Table give right of track to the train. The Superintendent through the train despatcher.

N AND ALLANBURG BRANCH.

STATIONS.	From Pt. Dal- housie.	Telegraph Offices.	To Pt. Colborne-South.						
			FIRST CLASS.			SECOND CLASS.	THIRD CLASS.		
			1	3	5	13	11		
			Accom.	Mail.	Express	Mixed.	Way Freight		
Dep.....Pt. Colborne.....Arr	24½	D N	A.M. 8.35	A.M. 11.40	P.M. 7.45	A.M.	P.M.		
.....Humberstone.....	28½		8.31	11.36	7.41				
.....Welland Junc.....	20½	D N	8.19	11.27	7.32	8.40	1.30		
.....M. C. R. Crossing.....	18½		8.13	11.21	7.25	8.31	1.18		
.....Welland.....	17½	D	8.10	11.17	7.22	8.26	1.12		
.....Port Robinson.....	13½	D	7.57	11.08	7.12	8.10	12.48		
.....Allanburg Junction.....	11½	D N	7.51	11.04	7.09	8.05	12.40		
.....Stamford.....						*7.49			
.....Clifton Junction.....						*7.40			
Arr.....Niagara Falls.....Dep		D N				7.35 A.M.			
.....H Allanburg.....	11		7.47	11.00	7.05		12.32 P.M.		
.....Thorold.....	7½	D	7.35	10.46	6.55		12.10		
.....Merritton.....	5½	D N	7.27	10.38	6.46		11.45		
.....St. Catharines.....	3	D	7.15	10.25	6.36				
Arr.....Pt. Dalhousie.....Dep		D	7.05 A.M.	10.15 A.M.	6.20 P.M.				

†† No Side Tracks.

* Do not stop

Welland Junction, Allanburg Junction, Niagara Falls, Merritton or Pt. Dalhousie, when a train of the
Time Table give right of track to a specified crossing place, or a crossing order is received in writing from

SPECIAL R

No. 1.—See Rule No. 36. The last line on page 21 should read "A red flag by day and a red."

No. 2.—Referring to Rule No. 48. The last clause should read as follows:—No train must leave a station where it is shown on time card to cross a train of same or superior class, until such train has arrived, except when a crossing order is received from the Superintendent, through the Train Despatcher.

No. 3.—No train must leave a terminal or starting station when a train of the same or superior class is due and has not arrived, unless instructions in Time Table give right of track to a specified crossing place, or a crossing order is received in writing from the Superintendent through the Train Despatcher.

No. 4.—Now that the rule with regard to the five minutes allowed for variation of watches has been abolished, Rule 57 which provides for all inferior class trains being on siding five minutes before superior class trains which have right of track are due must be rigidly adhered to, and should a train having right to the road be ordered not to leave a station until a specified time, unless another train has arrived, the train thus held must, if the expected train does not get there, wait five minutes for safety before proceeding.

No. 5.—See Rule No. 52. Third line from top of page 26, the words "of the engine" are erased from rule.

No. 6.—See Rule No. 61. The Conductor of such train carrying flag from a non-telegraph station, must on arrival at first telegraph station record the same, giving number of train he is flagging, in telegraph book, and report to Train Despatcher.

No. 7.—Add to Rule No. 75:—Operators must not "32" holding orders for any train when any portion of such train has passed the Telegraph Signal, without first obtaining the Conductor's initials to such holding order.

No. 8.—Referring to Rule No. 77, which provides that train orders must be read aloud by the Conductor to Engineman and handed to him; Engineman must not accept orders from any one but the Conductor in charge of the train.

No. 9.—Referring further to Rule No. 77. The receipt of such train orders will be acknowledged by the Conductor who will sign his own name as also that of the Engineman.

No. 10.—See Rule No. 82. First line should read "No construction wood or other working."

No. 11.—Referring to Rule No. 115. It must be understood that no train except a regular train may push a detached portion of train forward, except by orders of the Train Despatcher.

No. 12.—All trains will report for, and obtain orders from the *Train Despatcher* as follows:—

All trains, at Niagara Falls, Hamilton, London, St. Thomas, Ft. Erie and Pt. Edward.
All branch trains coming on the Main Line, at Harrisburg, Hyde Park and Komoka.
All branch trains coming on the Loop Line, at Welland Junction.
All east-bound Freight trains, at London East.

No. 13.—Conductors must personally examine train register book and ascertain that all trains having right of track have arrived.

No. 14.—Unless the Telegraph Signal is displayed at danger, it will not be necessary for Conductors to obtain clearance orders at any station on the double track, except Glencoe and Windsor.

No. 15.—their Trains and must as they are com

No. 16.—Bound Train moment for or out of the occupied. trains.

No. 17.—exceeding t Kettle Cre Kettle Cre Delhi Conductors

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SPECIAL RULES.

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No. 15.—Conductors and their men of Through Express Trains must join and leave their Trains at the N. Y. C. depot, Suspension Bridge, and Brush Street Depot, Detroit, and must assist in directing passengers from one Train to the other, and at starting, see they are comfortably seated.

No. 16.—In London Yard, East-Bound Trains will take the North Track, and West-Bound Trains the South Track; but as the double track there is liable to be used at any moment for shunting of Trains, caution should be used by all Trains in running either in or out of the Yard, as it may be expected that the track on which they are running is occupied. The track south of Main Line will be used by East-bound through Freight trains.

No. 17.—All trains will be required to cross the following Bridges at a speed not exceeding ten miles per hour :

Kettle Creek Bridge, on L. & P. S	Thames River Bridge, on the Loop Line,
Kettle Creek Bridge, on the Loop Line,	Tilsonburg " " " "
Delhi " " " "	Cayuga " " " "

Conductors will be held responsible with Enginemen for strict observance of this rule.

No. 18.—The speed of all East-Bound Freight Trains, after passing Hyde Park or Copetown, respectively, must be reduced before descending the grades east of these places and must not be increased until the Brakesmen are on top of the Cars, and have enough Brakes set to keep their Train fully under control going down the grade. Trainmen are expected to know the condition of Brakes. Excuse that Brakes will not hold will not be accepted.

No. 19.—When the Telegraph is working East-Bound Trains must not leave or pass Copetown until a telegram has been received from Dundas that the preceding Train has arrived there, and must not leave or pass Dundas for Hamilton or Junction Cut until an interval of fifteen minutes has elapsed since the departure of preceding Train. When the Telegraph is not in working order, a clear margin of 20 minutes must be observed in the running of all East-Bound Trains between Copetown and Hamilton.

No. 20.—All East-Bound Freight Trains must stop at Dundas and register.

No. 21.—Trainmen of all Eastbound trains must have their trains under such control that they can bring them to a full stop outside the Semaphore at Junction Cut, expecting to find it at danger. Main Line Eastbound passenger trains must not run between the Semaphore west of the Junction Cut and Hamilton Station platform at a speed exceeding twenty miles per hour. The same regulation will apply to trains coming from Toronto on approaching the East Semaphore at the Junction Cut, and the same rate of speed must be adhered to when coming into Hamilton. East-bound freight trains, both on the Main Line and trains from Toronto, must not exceed ten miles per hour when running between points named, and great care should be taken in rounding the curve before crossing the Desjardines Canal Bridge, to see that the train is running properly, and that no timber, lumber or any material is projecting from the side of flat cars. Conductors, Brakemen, Enginemen and Firemen will be held alike responsible for any deviation from these instructions.

No. 22.—That portion of the Buffalo & Goderich track between the "Y" Switch and the Buffalo & Goderich Station at Brantford is to be considered as being within the Yard limits of that Station, and all trains and engines approaching the Station must use great caution, and trains of the Brantford and Tilsonburg Branch must not leave the "Y" track to go out on the Buffalo & Goderich Line, until the Line is seen and

SPECIAL RULES—C

known to be clear, and the proper "All right" Signals are given by the man in charge of the Switch, and by the Station Semaphore. Before starting out from the Buffalo & Goderich Station, Conductors of Brantford and Tilsonburg Branch trains, and Enginemen of all light engines, must ascertain from the Stationmaster or Operator in charge, that the line is clear for their departure. The Switch at Buffalo and Goderich end of the Y will be in charge of the Crossing Signalman. The Switch at the Brantford & Tilsonburg end will be worked by the Trainmen.

No. 23.—A bell must be carried on the rear platform of all passenger trains, and kept ringing when backing up in either direction between the station and Junction Switch at Brantford and Woodstock.

Suspension Bridge Rules.

No. 24.—No Engine or Train must run across the Suspension Bridge at a greater

rate of speed
and no engine
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SUNDAY T

MAIN LINE.—Nos. 51, 53, 55, 13, 39, 57, 63, 67, 52, 56, 5

TORONTO LINE.—Nos. 5, 12 and 23. No. 5 will not make i

SARNIA BRANCH.—Nos. 50, 58, 57, 63 and 67, but will not ma

CHAS. STIFF,
Superintendent

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AL RULES--Continued.

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rate of speed than 5 miles per hour, occupying two minutes passing from tower to tower, and no Engine or Cars shall be brought to a stand on the Bridge during the passage across. Only Twelve cars of Freight, or Thirty empty cars will be taken at one time.

No. 25.—Four Whistles are a signal for Passenger Trains to or from N. Y. C. or Erie. Five Whistles are a signal for Freight Trains to or from Erie. Six Whistles are a signal from Freight Trains to or from N. Y. C. Three Whistles are a signal from Freight Trains to or from R. W. & O.

No. 26.—Signalmen will not ring for the Semaphore to be lowered until the Switch is actually set and locked for the Track on which the Train is to pass.

No. 27.—The Bell-rope must be attached to the Engine which hauls Passenger Trains across the Suspension Bridge.

DAY TRAINS.

33, 67, 52, 56, 54, 26, 50 and 58.

5 will not make intermediate stops on Sundays.

37, but will not make intermediate stops on Sundays, Sarnia excepted

JOSEPH HICKSON,

General Manager.

R. LARMOUR,

Ass't Sup't, London.

THROUGH CONN

GOING EAST.

Chicago, C. & G. T.....	dep.	3.25 p.m.
Chicago, B. & O.....	dep.	3.45 p.m.
Milwaukee via Grand Haven.....	dep.	11.45 a.m.
St. Louis.....	dep.	7.43 a.m.
Detroit ..	dep.	12.00 midn't
Windsor... ..	dep.	7.40 a.m.
Niagara Falls	arr.	8.20 a.m.
Suspension Bridge.....	dep.	8.47 a.m.
Montreal.....	arr.	8.30 p. m.
Buffalo	arr.	9.45 a.m.
New York	arr.	10.25 p.m.
Boston	arr.	

GOING WEST.

Montreal.....	dep.	9.00 a.m.
Boston.....	dep.	8.30 a.m.
New York....	dep.	9.30 a.m.
Buffalo	dep.	11.50 p.m.
Suspension Bridge.....	arr.	12.40 a.m.
Niagara Falls.....	dep.	1.15 a.m.
Windsor	arr.	8.45 a.m.
Detroit	arr.	8.10 a.m.
Detroit, Wabash.....	dep.	
Chicago, C. & G. T.....	arr.	6.30 p.m.
Chicago, B. & O.....	arr.	
Milwaukee via Grand Haven.....	arr.	
St. Louis.....	arr.	

UGH CONNECTIONS.

GOING EAST.

dep.	3.25 p.m.	8.30 p.m.	Central Time.
dep.	3.45 p.m.	8.45 p.m.	" "
dep.	11.45 a.m.		" "
dep.	7.43 a.m.	6.40 p.m.	" "
dep.	12.00 midn't	6.25 a.m. 12.05 p.m.	" "
dep.	7.40 a.m.	8.00 a.m. 1.40 p.m.	Eastern Time.
arr.	8.20 a.m.	3.15 p.m. 7.55 p.m.	" "
dep.	8.47 a.m.	3.45 p.m. 8.10 p.m.	" "
arr.	8.30 p.m.	8.00 a.m.	" "
arr.	9.45 a.m.	4.40 p.m. 9.00 p.m.	" "
arr.	10.25 p.m.	7.10 a.m. 10.30 a.m.	" "
arr.		9.35 a.m. 3.00 p.m.	" "

GOING WEST.

dep.	9.00 a.m.	9.00 p.m.	Eastern Time.
dep.	8.30 a.m.	3.00 p.m. 7.00 p.m.	" "
dep.	9.30 a.m.	6.00 p.m. 8.10 p.m.	" "
dep.	11.50 p.m.	6.20 a.m. 12.10 p.m.	" "
arr.	12.40 a.m.	7.15 a.m. 1.05 p.m.	" "
dep.	1.15 a.m.	7.45 a.m. 1.35 p.m.	" "
arr.	8.45 a.m.	2.10 p.m. 9.20 p.m.	" "
arr.	8.10 a.m.	1.45 p.m. 8.55 p.m.	Central Time.
dep.		1.20 p.m. 9.30 p.m.	" "
arr.	6.30 p.m.	8.10 a.m.	" "
arr.		9.42 p.m. 7.30 a.m.	" "
arr.		6.00 a.m.	" "
arr.		6.57 a.m. 7.30 p.m.	" "